

CHINA MAIL
TYFHOON MAP &
GUIDE.
PRICE.....30 CENTS.

The China Mail.

ESTABLISHED 1845

AGENTS:
Orders for the "China Mail" and "Overland China Mail" may be made to any agent of the following firms:
Canton, Farrell & Co.
Hongkong, Swire & Co.
Shanghai, Kuhn & Wilm.
Yokohama, Kuhn & Wilm.
Manila, A.S. Watson & Co. Ltd.

No. 16,871.

號七廿月十年五十百九千壹

HONGKONG, WEDNESDAY, OCTOBER 27, 1915.

卯乙未歲年四國民華中

PRICE, 38.00 Per Month

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants
ESTABLISHED 74 YEARS
Agents for—

W. & A. GILBEY'S
WINE & SPIRITS.

JOHN DEWAR & SON'S
SCOTCH WHISKY.

JOHN JEFFREY & CO.'S
PILSENER BEER.



NOTICE.

ANY EUROPEAN, Non ASIATIC or INDIAN desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, height, and occupation of the applicant, and stating the name of the steamer or other vessel or the hours of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIHA.

The first (1913) edition is already issued.

BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in this book. Quite new material and accurate statistics, both being utterly free from prejudice.

Many portraits are inserted. The book contains over 1,400 pages.

The price is 10 (12/-) or 35 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of "Who's Who in Japan" will be allowed a reduction of one yen.

The registered postage is 15 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a Good Advertising Medium.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:—

Yet another "Who's Who" and this time from Japan! The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western practically almost to the last detail. But "Who's Who in Japan" is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the accepted model of eminent men in Japan, Mr. Kuriha is a skilful editor and has done his work well.

Who's Who in Japan Publishing Office,
No. 5, Ichome, Uchisaiwaicho,
Kojimachi-Tokyo.

PEAK TRAMWAYS COMPANY,
LIMITED.
TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.00 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.15 p.m. Every 15 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.45 a.m. to 12.30 p.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
12.00 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.15 p.m. Every 15 minutes.
1.15 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.15 p.m. Every 15 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.15 p.m. Every 15 minutes.
3.15 p.m. to 4.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement as the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

Season and punch tickets available for all cars, but already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office. No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Comptroller order representing Bank Notes.

JOHN D. HUMPHREYS & SON,
General Managers.

If you happen to be late your seats will be constantly and promptly served on the same. Only at the ALEXANDRA CAFE.

BUSINESS NOTICES.

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.
BOILERMAKERS, BLACKSMITHS and FOUNDERS
REPAIRS OF EVERY DESCRIPTION.
SOLE AGENTS KELVIN MOTORS.
STEAM LAUNCH FOR SALE.

LOCAL SHOPPING.

LIKE

WATSON'S

E WHISKY

E SHERRY

E BRANDY

E PORT



E's

ALWAYS AT THE FRONT

A MAKER WHOSE NAME YOU KNOW.



SOLE AGENTS

ROBINSON PIANO Co., Ltd.

J. ULLMANN & Co.

The Leading French Jewellery House.



Watches, Jewellery,
Fancy Goods.

JUST ARRIVED.

"JUVENIA" Dress
Watches

THIN, ELEGANT, ACCURATE.

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL and HARD
WARE MERCHANTS. Wholesale
and Retail Ironmongers. Pig Iron and
Foundry Castings. General Store-
keepers and Shipchangers. Nos. 35 and
37, Hux Loosie Street, (2nd Street), west
of Central Market, Telephone No. 515.
Hongkong, September 4, 1915.

SIEN TING.

Surgeon-Dentist.

No. 14, D'ARQUE STREET.

TERMS VERY MODERATE

Consultation

BUSINESS NOTICES.

THE TAIKOO DOCKYARD AND

ENGINEERING CO. OF
HONGKONG LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS. BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 73' x 83' x 34'

Pumps empty Dock in 2-3 1/2 hours.

THE PATENT SHIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Sheds ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rires, etc.

AGENTS FOR—

JOHN I. THORNTON & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA, AND JAPAN AGENTS.

Telegraphic Address: "TAIKOO DOCK." TELEPHONE No. 212.

THE HONGKONG HOTEL

and

GRILL ROOM

J. H. TAGGART,

MANAGER.

PEAK HOTEL.

ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Well known for the Best Food, Refreshments, Accommodation and Cleanliness. Outings
under European Supervision. A First Class Dining Orchestra—modern selections from
6.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply—

Telephone 197. P. O. PEUSTER, Manager.

Telegraphic Address: "COMFORT."

GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within
the vicinity of all the principal Banks.

Well known for the Best Food, Refreshments, Accommodation and Cleanliness. Outings
under European Supervision. A First Class Dining Orchestra—modern selections from
6.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping.

For further particulars apply—

Telephone 197. P. O. PEUSTER, Manager.

Telegraphic Address: "COMFORT."

KING EDWARD HOTEL

Central Location.

All Electric Trains, Pans, Entrances,
Electric Lifts, Fans and Lighting,
European Beds and Sanitary Fittings,
Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

Telegraphic Address: "VICTORIA."

FRANK L. COOTE,
Manager.

LEE YEE'S

HAIR DRESSING SALOON

Electric Facial Massage with
Massage Cream, Perfume,
by

EXPERIENCED HANDS

Novels, Magazines,
Ladies' Fashion Books and
Toilet Requisites.

12, D'ARQUE STREET.

Hongkong, July 5, 1915.

581

FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

NORTH BRITISH & MERCHANTILE

INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS at 31st DECEMBER, 1913,
£25,022,180.

Authorized Capital £5,000,000

Subscribed Capital £4,500,000

Paid-up Capital £2,497,500

II—Fire Funds £3,825,114

III—Life & Annuity Funds £18,124,160

Sinking Fund Account £8,612

£25,551,268

Revenue First Branch £2,407,168

Life and Annuity £1,973,280

Branches, are set aside to meet
the claims under the respective Depart-
ments of the Company's Business.

SHEWAN, TOMES & CO.

Agents.

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD.

Portland Cement

In Casks of 375 lbs. net

In Bags of 250 lbs. net.

Shewan, Tomes & Co.

GENERAL MANAGERS

THE BEST MEALS IN HONGKONG.

EITHER A LA CARTE OR TABLE D'HOTE

Oysters Kippers and Smoked fillet Haddock always in
Hand. We serve only No. 1 Lipton's Tea and the Choice of
Cakes made with best Table Butter only. The best Wines,
Ales, &c., served with Meals only. You should not fail to give
us a trial.

THE ALEXANDRA CAFE

THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

PURE Manila ROPE

STRAND
3" to 15"

CABLE LAYED
5" to 15"

4-STRAND
3" to 10"

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan, Tomes & Co., General Managers.

Hongkong, April 11, 1914.

601

"MUMEYA."

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR

PRICE 2.00 per 3 pcs. for Post Card,

No. 2, A. Osborn's Road Central

TELE. No. 955.

678

THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years experience. We own two shipways and can accommodate any craft
of 200 feet long.

Town Office, 48, Cross Street Road Central, Hongkong. Telephone No. 459.
Shipyard, Sham-Sai-Po, Kowloon, Hongkong. Telephone No. 82.
Estimates furnished on application.

WONG FING WA, Manager.

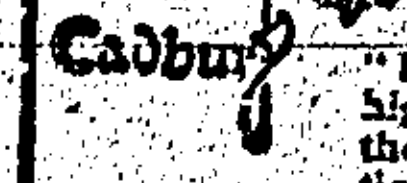
Hongkong, April 1, 1912.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE

BRITISH MADE



"BOURNVILLE COCOA represents the
highest grade of nutritive cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever."
Medical Magazine, March, 1912

The Mark of Quality

CADBURY'S

CHOCOLATES

In Tins and Fancy Boxes

Specially Packed for Export

FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENGL.

Hongkong, Dec. 17, 1901.

LOCAL SHOPPING.

G. FALCONER & CO., LTD.,
WATCHMAKERS & JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CRABTS

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

BRINSON'S ENGLISH WATCHES,

ENGLISH SILVERWARE, direct from Manufacturers,
High Class English Jewellery.

NEW MODELS OF

"BROADWOOD" PIANOS

JUST UNPACKED.

UNRIVALLED FOR REFINED
TONE, EQUALITY AND
EXCELLENCE OF TOUCH.

THE ANDERSON MUSIC CO., LTD.

8, Des Voeux Road.

Tel. 1322.



Economy.

With LEA & PERRINS' Sauce,
a few drops only are necessary
to give a delicious and
appetizing flavour to the
plainest dish.

A far larger quantity of a
cheaper sauce fails to give the
same satisfaction.

Observe
the signature
thus:—

Lea & Perrins

The original and genuine Worcestershire.

A Natural Remedy

Time was when disease was thought to be due
to the direct influence of evil spirits, and exorcism
and magic were invoked to cast it out.

Science has taught us wisdom. The evil
spirits exist still. We call them "Disease
Germs," and they also must be cast out. Once
lodged in the stomach or intestines, fever with
its hallucinations, or biliousness with its aches
and pains, is the result.

ENO'S FRUIT SALT

is the approved remedy for driving out disease
germs. Its action is quick and thorough. It
clears the intestines, rouses the torpid liver to new
life, stimulates the mucous membrane to a healthy
action, and cleanses and invigorates the whole
digestive tract.

It may be safely taken at any time by young
or old.

It is very effective in the early stage of Diarrhea
by removing the irritating cause.

Be prepared for emergencies by always keeping
a bottle in the house.

Prepared only by

ENO, FRUIT SALT, WORKS, LONDON, ENGLAND.
SOLD BY CHEMISTS AND STORES EVERYWHERE.

INTIMATIONS



MITSU BISHI GOSHI KWAISHA
(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF YAMA-
SIMA, OCHI, MUTABE, YO-
SHINOTANI, KISHIDAKE, HOJO,
KANADA, NAKASUTA, SAYO,
SUGINAWA and KANIAMADA
Collieries.

AGENTS for SAKITO, & OYUBARI
COALS.

HEAD OFFICE:—TOKYO.

BRANCH OFFICES:—

Nagasaki, Moji, Karatsu.

Wakamatsu, Otaru, Muroran,

Hakodate, Kobe, Osaka, Kure,

Tokyo, Yokohama, Nagoya,

Tsuzuru, Shanghai, Hongkong,

Hankow, Peking.

TEL. ADDRESSES for above:—IWASAKI,
Codes:—A1, ABO 5th Ed., Western Union.

AGENCIES:

CHUNKIANG: Messrs Gearing &
Co.

MANILA: Messrs Macdonald &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

GLASGOW: Messrs A. R. Brown,
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager,

No. 2, PRINCE STREET,

HONGKONG.

818

THE NATIONAL LOAN OF THE
THIRD YEAR OF THE REPUBLIC
OF CHINA.

1914.

SIXTEEN MILLION DOLLARS

(\$ 6,000,000)

AND

SUPPLEMENTARY ISSUE OF

EIGHT MILLION DOLLARS

(\$ 8,000,000).

SUBSCRIBERS to the above LOAN
are hereby notified that the Interest
instalment for the month of October
amounting to Dollars (the Hundred and
Twenty Thousand (\$120,000)) has been duly
received by the Undersigned and brought
to Loan Service Account.

F. A. AGLEN,

Inspector General of Customs,

and Vice-Chairman of the Bureau of
National Loans.

Inspectorate General of Customs,

Peking, 15th October, 1915.

909

THE NATIONAL LOAN OF THE
FOURTH YEAR OF THE REPUBLIC
OF CHINA.

1915.

TWENTY-FOUR MILLION DOLLARS

(\$ 24,000,000).

NOTICE is hereby given to Subscribers
that arrangements have been made
by the Chinese Government to hand to the
Undersigned each month the sum of
Dollars One Hundred and Twenty Thou-
sand (\$120,000) from the revenues assigned
under the Loan Regulations to the Service
of this Loan. Loan Service Accounts have
been opened in the name of the Undersigned
with the Bank of China and the Bank of
Communications into which these
monthly instalments of interest will be
paid as received, and these accounts will
be drawn on to meet the half-yearly
interest Coupons.

The first interest instalment for the
month of October, 1915 has been duly
received and brought to account.

F. A. AGLEN,

Inspector General of Customs,

and Vice-Chairman of the Bureau of
National Loans.

Inspectorate General of Customs,

Peking, 15th October, 1915.

910

DAIRY FARM NEWS.

YOU

CAN ALWAYS GET FROM US

THE BEST QUALITY

LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS AND EGGS.

OUR FRESH MILK

AND OTHER DAIRY PRODUCTS

ARE

THE BEST IN THE EAST.

92

THE NEW FRENCH REMEDY.

THERAPION No. 1

THERAPION No. 2

THERAPION No. 3



E. RAY

THE GREEN GOLF
CHAMPION, writes:

54, LOWER PARKSIDE ROAD,
HONGKONG, HONGKONG.

July 24th, 1912.

Messrs. F. & J. Smith,

Dear Sirs,

I might say that I have
been a regular smoker of your
Glasgow Mixture for the
last twelve years, and I might
also say that I cannot find
any tobacco to suit me like it. In my opinion if you
smoke your famous Glasgow Mixture you would find it very soothing
to the throat, as I am sure I do when having to play strenuous Golf
matches such as the Open Championship, etc. Yours truly, E. RAY.

**SMITH'S
GLASGOW
MIXTURE**

SOLD EVERYWHERE

The GOLFERS' Favourite.

BIG SEIZURE OF ARMS AT SHANGHAI.

Some serious allegations (says the N. C.
Daily News of Oct. 19) were made in the
Mixed Court last week which, if they are
substantiated by evidence, reveal a
state of affairs which the Police are to
be congratulated upon unearthing.
The allegations were made in con-
nection with a big seizure of arms
and ammunition, the case being heard
before Mr. Grant Jones, British Assessor,
and Magistrate Yu. Three Chinese ap-
peared before the Court, giving the names
of Tong Tze-dan (married, a stevedore),
Ng Yung-ging (married, a shopkeeper),
and a 28g (unmarried, a shopkeeper).
They were charged "for that they, on
October 10th, 1915, at 304, Wuchang
Road, Shanghai, did unlawfully keep
for military purposes certain arms, to wit, 119
pistols and 20,830 rounds of ammunition,
contrary to the Chinese Provisional
Criminal Code, section 205."

Mr. E. Newman appeared for the
prosecution, acting on behalf of the Police,
while Mr. Holoway appeared for Tong
Tze-dan, and Mr. Mauso for Ng Yung-ging.
Previous to the opening statement being
made by Mr. Newman, a letter was handed
to Mr. Grant Jones, from the German
Assessor, Dr. Pernitzsch, which was
addressed to Mr. M. O. Springfield,
Registrar of the Mixed Court. It read
as follows:—

"Sir,—With reference to our conversa-
tion by telephone, I beg to inform you that
the defendant's name is Tong Tze-dan,
who is employed by the German merchant
Nielsen, and was arrested, as far as I can
ascertain in, by a detective of the Harbin
Road station. I thank you to have the
case remanded for me either for Saturday
or for a special hearing. I am, Sir, your
obedient servant."

Dr. Pernitzsch,
German Assessor."

Mr. Grant Jones after reading it, said
that the rules of the Consular Body said
that letters were to be received from the
Consul-General. That had not come from
the Consul-General so far as he was aware.
He was "for the German Assessor." He
asked Mr. Mauso if he knew anything about
the letter and Mr. Mauso said that on behalf
of his clients he knew nothing of the applica-
tion; he had only to ask for a remand.

Mr. Newman's statement.
Mr. Newman—Before the case is re-
manded, I should like to make a short
preliminary statement. The facts are as fol-
lows:—A native detective, No. 23 at 5209
on Saturday afternoon, acting on infor-
mation received, arrested two well-known
coolies, and took them to the Harbin Road
station. The wheelbarrows were laden
with plants of wood. The coolies were
interviewed and the plants examined, and
on examination they were found to conceal
small boxes, which, on being opened, were
found to contain pistols and ammunition.
Twenty-two of the coolies were found in
the possession of the "coolies." Then
Detective Sergeant Fage will tell the Court
that he questioned the coolies and that the
result he went to the house of a Chinese,
who is one of the defendants, and who
stated that the tin boxes were the property
of his nephew, another of the defendants.
He and the nephew were taken into
custody. The nephew was locked in the
house, 304, Wuchang Road, which is a
house occupied by the third defendant.

A search of the house was made, and
fifty tins of pistols and ammunition were
found under the bed. Altogether, I think,
there were about 130 pistols and roughly
20,000 rounds of ammunition. The
prisoners were interviewed, and one, the
man Tsong, said that he was employed in
this particular instance by a German
named Nielsen. He says that he has been
employed by the German firm of Garrels,
Förster & Co., No. 27, Kiangsoo Road, for
about four years, and Mr. Nielsen is
employed by the German firm of Garrels,
Förster & Co. and this man Nielsen met
Tsong a short time before.

The prisoners Tsong and Nielsen were
employed in the same firm, had the
Chinese prisoner left, Garrels, Förster
and Co. and has been trying to get a position
in the same firm.

Mr. Newman said he did not want the
case adjourned for a special hearing, as
it would last only a short while.
The case was adjourned to the next
day, Wednesday morning. An order was
made that the case remain in the
custody of the Police until a further
order of the Court.

When the case came on again Mr. New-
man asked for a special hearing.
He also stated that there may be further
charges relating to conspiracy to defraud
the Revenue authorities, and he gave
evidence appearing for the accused warning.
He did not charge "properly framed" at
present.

The case was again remanded.
Messrs. Garrels, Förster and Co. have
written to the Shanghai papers stating that
their firm is "in no way whatsoever con-
nected with this affair and that the Chinese
in question, as well as Mr. A. Nielsen,
whose name is also mentioned, are no
longer in our employ."

in another firm in Shanghai. He says that
on September 21st he met Nielsen in
Kiangsoo Road, and Mr. Nielsen asked him
if he knew anyone who would be willing to
take a consignment of medicine to a foreign
country. The "medicine" was duly
delivered to the prisoner's house, and he
was told that he was to take it in this
peculiar manner (in the plants).

NATURE OF THE PLANTS.

The attention of the Court was at this
stage called to the plants and to the in-
sures containing the arms and ammunition.
The former were plants about a foot wide
and eight or nine feet long, lying against
the side of the Court. There was little,
apparently, that was suspicious about them,
with the exception of a number of grooves,
into which the tins fitted. There was a
number of such grooves on each plant.
The tins were like those of a shoe, and
being air-tight and bearing no mark on the
outside to lead anyone to think that they
contained pistols and ammunition.

Continuing the story, Mr. Newman
said:—We have a desk at the Police
Station, which has a false bottom to it.
The Chinese was told by Nielsen to take
these things to an address in India, which
he was given.

Mr. Grant Jones.—That is the statement
of the man Tong Tze-dan? Mr. Newman—
Yes.

Mr. Grant Jones.—How do you mean he
was to take them?

Mr. Newman.—He was to go on board
ship with them, and was to take them
in this form, after they were discovered
in this particular state was that they were
being prepared for shipment, and to get
the plants made, they had to get the ser-
vice of a carpenter. The carpenter, be-
coming curious, opened one of the tins.
The man thought that the carpenter would
not suspect otherwise, that it was medi-
cine, and they then found that the tins
contained ammunition. The second story
that they were angry at being "hounded,"
as it were, and they were taking part of
the case to the German Assessor. There
was a considerable quantity left.

Mr. Grant Jones.—Do you mean they had
returned some?

Mr. Newman.—No, they say they were
on their way to return them; whether they
were or not I do not know. The fact
remains that they were being conveyed in
this peculiar way, even although they were
not being returned to Nielsen. There
was still a larger quantity left on the
premises.

With those few facts, concluded Mr.
Newman, I think the Court will see that
the British interests are certainly "much
more extensive than the German interests
for this particular case."

Mr. Holoway said that his client had been
arrested, and in the event of a remand he
applied for bail.

Mr. Mauso made a similar application for
bail, but this was strongly objected to by
Mr. Newman, who said that Mr. Mauso's
client was the principal of the matter, as he
was in the same firm as the defendant. There
was no doubt that his defence is that he was
given these things and they were repre-
sented to him as medicine.

Mr. Grant Jones.—You say he is an
innocent agent of some other felonious
person.

Mr. Mauso.—Yes, Counsel added that
his client had given all the information he
could to the Police.

Mr. Newman—I am not prepared to
give my reasons at the present moment,
except that he did not give all the
information that he could have given.

Mr. Grant Jones.—Do you submit to the
jurisdiction of the Court, Mr. Mauso?

Mr. Mauso said he had no intention to
do otherwise.

Mr. Newman said he did not want the

case adjourned for a special hearing, as
it would last only a short while.
The case was adjourned to the next
day, Wednesday morning. An order was
made that the case remain in the
custody of the Police until a further
order of the Court.

When the case came on again Mr. New-
man asked for a special hearing.

He also stated that there may be further
charges relating to conspiracy to defraud
the Revenue authorities, and he gave
evidence appearing for the accused warning.
He did not charge "properly framed" at
present.

The case was again remanded.

Messrs. Garrels, Förster and Co. have
written to the Shanghai papers stating that
their firm is "in no way whatsoever con-
nected with this affair and that the Chinese
in question, as well as Mr. A. Nielsen,
whose name is also mentioned, are no
longer in our employ."

SOLE AGENTS

SUZUKI & CO.

TEL. 468.

ALEXANDRA BUILDINGS.

911

912

913

914

915

916

917

918

919

920

921

922

923

924

925

926

927

928

929

930

931

932

933

934

935

936

937

938

939

940

941

942

943

944

945

946

947

948

949

950

951

952

953

954

955

956

957

958

959

960

961

962

963

964

965

966

967

968

969

970

971

972



Hughes and Hough

AUCTIONEERS TO THE GOVERNMENT
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS

"IO-KWA-WAN"
COAL STORAGE.

Codes used
A.B.C. 4th & 5th Editions.
A1. TELEGRAPHIC CODE.

Telegraphic Address
MEIRION HONGKONG.

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,

on

FRIDAY,
the 29th October, 1915, commencing at
3.30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Leicester Street.

**VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE, &c., &c.**

As follows:
Chesterfield Suits and Chairs (New),
Brass and Brass-mounted Bedsteads, Bed-
rooms and Dining Room Furniture, Toilet
Tables, Ward Robs., Washstands, &c., Side-
boards, Dinner Waggon, Extension
Dining Tables and Chairs, Brass Fenders,
Fire Brackets, &c.

BLACKWOOD: Screens, Cabinets,
Chairs, Flower Stands, Bookcases, Match-
boxes, Tables, Card Tables, Stools, Photo
Frames, &c.

Also
One Dinner Service, Sundry Crockery
and Glass Ware, Cutlery, Cooking Stove,
Pianos, Carpets, Sundry E.P. Ware,
Electric Heating Lamps, &c., and One
Typewriter by the American Typewriter
Co., (New). Three Porcelain Statues and Two
Remington Typewriters.

(Full Particulars from Catalogue.)
Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 25, 1915. 907

PUBLIC AUCTION

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERN),

on

SATURDAY,
the 30th October, 1915, at 11 a.m.,
at their Sales Rooms, No. 8,
Des Voeux Road, Corner of
Leicester Street.

A number of Chests of
CHINESE "T" A
of excellent quality
in 5 Catty Boxes.

to be sold in small lots to suit purchasers
amples may be had on application to the
Undersigned.

Terms:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, Oct. 25, 1915. 911

FOR SALE

RIFLE FOR SALE.—CHEAP.

ONE Lee-Enfield Match Rifle, 303 bore
(British Army Ammunition) Accuracy
guaranteed. Special head. Forty-eight
shots tested. For Match Competitions.
Regulation Magazine, Cut-off and Safety
catch. Pistol grip. Nickel plated barrel. In
brazed lined, best wood case.

Apply "SHOT"
c/o "CHINA MAIL" Office.
Hongkong, Sept. 24, 1915. 839

THE
LONDON DIRECTORY.

(PUBLISHED ANNUALLY)
ENABLES traders throughout the World
to communicate direct with English
MANUFACTURERS & DEALERS
in each class of goods. Besides being a
complete commercial guide to London and
its suburbs, the Directory contains lists of

EXPORT MERCHANTS
with the Goods they ship, and the Colonial
and Foreign Markets they supply;

STEAMSHIP LINES
arranged under the Ports to which they sail,
and indicating the approximate sailings;

PROVINCIAL TRADE NOTICES
of leading Manufacturers, Merchants, &c., in
the principal provincial towns and
industrial centres of the United Kingdom.
A copy of the current edition will be
forwarded, freight paid, on receipt of
Postal Order for £1.00.

Dealers seeking Agencies can advertise
their trade cards for £1.00 or larger adver-
tisements from £1.00.

The London Directory Co., Ltd.,
25, ABchurch Lane, LONDON, E.C.

ENTERTAINMENT

VICTORIA THEATRE

WEDNESDAY, 27th OCTOBER, 1915.

MISS MAY CLARK

IN HER LATEST SONGS.

The Magnificent and Startling Drama

in 4 parts: 3000 feet long.

INVENTORS' RIVALRY

DON'T MISS THIS WONDERFUL PICTURE.

FRIDAY, 28th THE FALSE WIRELESS

in 3 parts.

G. R.

GOVERNMENT NOTIFICATION

NO. S. 234.

(Medical Department)

IT is hereby notified that SEALED

TENDERS in duplicate, which should

be clearly marked "Tender for Medical

Department Contract," will be received at

the Colonial Secretary's Office until Noon

of SATURDAY, the 31st October, 1915,

for the supply of ALCOHOL, WATERS,

BEVERAGES, CLOTHING, BEERS,

SPIRITS, WINES, &c.; SPIRIT OF

WINE; CHEMICALS, DRUGS, SURGI-

CAL INSTRUMENTS AND SUPPLIES:

FURNITURE, &c.; MILK, &c.

PROVISIONS, &c.; and

WASHING (Schedule Nos. 1 to 10)

required locally by this Department, for

the period of one year from the first

of January next inclusive.

Application should be made to the

Colonial Secretary's Office for the necessary

forms of tender. All other information

may be obtained from the Principal Civil

Medical Officer at the Civil Hospital.

J. T. C. JOHNSON.

Principal Civil Medical Officer.

Hongkong, Oct. 13, 1915. 908

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL

MEETING of the Members of the

HONGKONG CLUB will be held in the CLUB

HOUSE on FRIDAY, the 27th October,

1915, at 5.15 p.m.

Business:—As set forth in the notice

posted in the Hall of the Club.

By Order,

E. DES VOEUX,

Secretary.

Hongkong, Oct. 15, 1915. 809

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of

Members of the Club will be held on

SUNDAY, the 30th October, 1915, at 12 o'clock

noon, at the Office of the Jockey Club,

on the Ground Floor of the Hongkong

Club Annex, Chater Road.

By Order,

T. F. HOUGH,

Clerk of the Course.

Hongkong, Oct. 16, 1915. 806

ROYAL HONGKONG GOLF CLUB.

FOUR-DAYS COMPETITION will

be held over the "Fan Ling" Course

for a Prize kindly presented by H. E. THE

GOVERNOR.

CONDITIONS.

Members with Handicaps of less than 7

to be drawn by lot with Members with

Handicaps of 18 or more.

Members with Handicaps of 7 to 12

inclusive to be drawn with Members with

Handicaps of 13 to 17 inclusive.

Competition to be under Club Handicaps.

Intending Competitors are requested to

enter their names on the boards in the

Happy Valley or Fan Ling Club Houses,

or to send same by post to the Acting

Hon. Secretary, care of Messrs. BRADLEY

& Co., Ltd.

Entries will close on FRIDAY, 21st inst.

CHAMPIONSHIP.

The Competition for the above will be

held over the "Fan Ling" Course, com-

mencing on SUNDAY, the 31st inst.

Limited to Handicaps of 9 and under.

Intending Competitors are requested to

enter their names on the board in the

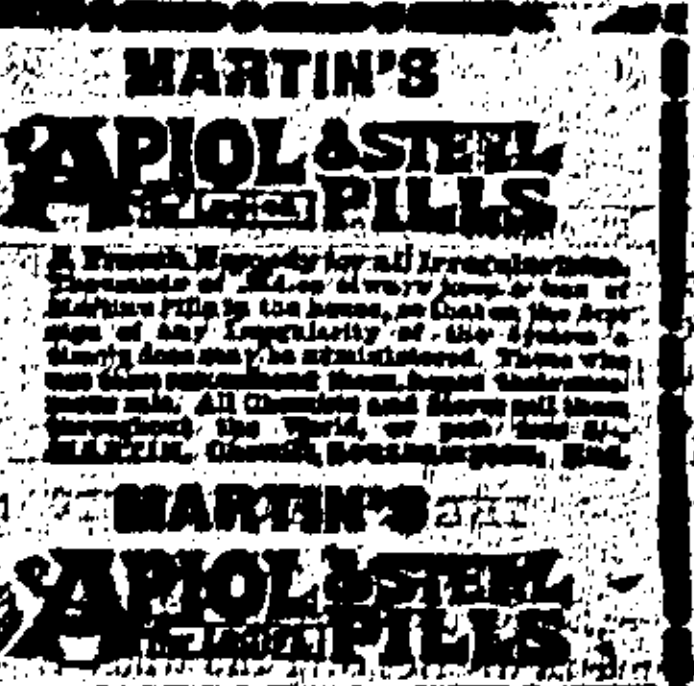
Club House at Happy Valley before

WEDNESDAY, the 27th inst.

T. W. HILL,

Actg. Hon. Secretary.

Hongkong, Oct. 15, 1915. 894



**MARTIN'S
ANAPLASTIN
TABLETS**

IF you have lost your appetite, one of
the big variety of tablets known as the

ALEXANDRA CAFE is sure to tempt

you.

It is the only place in Hongkong where

you can get a good meal at a low price.

SOME REMINISCENCES.

THE HISTORY OF A GRIFFIN.

What made Racing in China so delightful

was the fact that every China pony coming

down from the far north had to be put up

at auction, thus allowing the junior an

equal chance with a "Sassoon" or "Jardine's

stable" to pick up a winner.

In this way in 1888—I was very keen on

a good looking grey on which there was a

reserve of £1,100 and was withdrawn

after the last mob came down I managed

to get this pony, and after a certain amount

of training ending he could gallop I enter-

ed him for the "Final Stakes," an informal

race over 4 furlongs which takes place

before the entries close. I managed

to win this, after which naturally the

pony, which I named "Sprite," was

considered to be worth watching for

the Griffins.

At that time Chater ran a big Hongkong

stable and had heard Nicholas training and

riding for him—having instructions to pick

up the best griffin of the season, especially

to win the Hongkong Derby. I was offered

the very handsome sum of £1,000 which I

eventually accepted.

"Sprite" did not appear for the Hong-

kong big race, nor did he run at all, and

later on during the winter following when

the paper-hunting season was on Nicholas

offered me the pony on condition that he

was not to be raced. I found him to be an

excellent jumper, but he could not stay

through a hunt and he was not a

good runner. He was a very nice

upover's jump, slightly straining the back

muscle. Not being able to keep a useless

animal in the stable with the permission

of Mr. Nicholas he was put up to auction

fetching the magnificent sum of \$50.

A careful examination of the pony showed

me to be so old that he could not make

hard outs and for this reason he could

not stand training. After some 18 months

I was racing with a German, Otto Fock,

who used to make pots of money selling

horses, and he, to the Chinese, but

that is another story. Fock was not

satisfied with our lot of griffins and was

after the last four still on sale; on driving

to the Horse Bazaar we met two Germans

returning from their direction. "Fock," I

said, "What has happened to your

ponies?" "Well," he said, "they are

not good, but they are not bad, and

we found this to be the case."

Ponies are driven in batches of 15 or 20

down from Macao and have long hair,

tails reaching the ground and hoofs which

have never been cut or trimmed—sorry

looking objects. Before appearing on the

course they are all made to present

able and the next morning we were amazed

to see what Fock had picked up. He

himself was riding a nice looking grey

which somehow struck me as familiar and

was extraordinarily like my pony

"Sprite." I asked one of our keen sports-

men to look at the animal to corroborate my

idea—knowing the peculiarities of my

pony I said "Watch him coming round

the bend. With a hard yoke, and

slippery with dew, he may come down, as

he has a habit of rearing his head up

at this time. He is a very old

hands, hearing the circumstances were

keenly watching the bet. It was indeed

a coincidence that Fock tried to pull in

too quickly round the turn, the pony

crossed his feet and came down with the

ride, there being considerable amusement

at the fall in consequence.

Fock would not believe it was the old

pony "Sprite" which on a close examina-

tion I knew to be the case. He continued

in training, but never came to the post.

The wily Chinese had bought the pony

which, after being "treated" by a Chinese

Kiang for two seasons, to allow of a

change of hair and hoofs, passed in a mob as a

griffin—I wonder how often this has

happened.

"A DEAL IN ARMS."

Things were busy in the arms trade when

Fock made up at the Shanghai Club and

said, "You are a good fellow, and a

good horse, and you are a good

arrangement to get to the rifle, range

this afternoon." This I managed to do,

the object being to demonstrate to a

Chinese General the good qualities of some

rifle made in Germany, which Fock was

trying to do a deal in, by accompanying the

General was the son of the Viceroy of

Nanking, who is somebody according to the

Chinese Debut.

In those days the targets were iron,

with a suspended bull, which on being

hit rebounded, and this could be heard at

If your hair is brittle,
If it lacks life and gloss,
there is dandruff or it is
falling out,
OUR
RESORCIN HAIR
WASH
will restore it to a healthy state
by invigorating the scalp and
killing the dandruff germ.

PREPARED ONLY BY
A. S. WATSON & Co., Ltd
HONGKONG DISPENSARY.

WM. POWELL LTD.
TEL. 346

LADIES FOOTWEAR
A
Speciality.

A VERY
UNIQUE ASSORTMENT

NOW IN STOCK.
FIT WEAR

AND
COMFORT.

GUARANTEED

Wm. Powell, Ltd.

THE DIARY.

General Memoranda.

FRIDAY, Oct. 23—

2.30 p.m.—Auction of Teakwood and Blackwood Furniture at Messrs. Hughes and Hough.

5 p.m.—Performance by the "Merrie Mommies" at Government House.

5.15 p.m.—Hongkong Club Extraordinary Meeting of Members.

SATURDAY, Oct. 24—

Noon.—Hongkong Jockey Club half-yearly Meeting.

Noon.—Roberts Rifle Club Meeting in Chamber of Commerce Room.

2 p.m.—Miniature Children's League Bazaar in Government House Grounds.

5.30 p.m.—Performance by the "Merrie Mommies" at Government House.

WEDNESDAY, Nov. 3—

2.15 p.m.—Licensing Board Meeting in Council Chamber.

THE

CHINA MAIL

OVERLAND EDITION.

THE BEST WEEKLY NEWS
PAPER FOR ALL INTERESTED
IN HONGKONG AND CHINA
GENERALLY.

ORDER IT BEFORE GOING
HOME, AND THUS KEEP IN
CLOSE TOUCH WITH THE
COLONY.

DEATHS.

W. R. R. Fung of the Hongkong and Shanghai Banking Corporation, killed in action at Gallipoli on 19th September.
B. C. L. Hwang of the Hongkong and Shanghai Banking Corporation, killed in action on 15th October.

The China Mail.

HONGKONG, WEDNESDAY, October 27, 1915.

FOOD PRICES IN GERMANY.

Food is dear in Germany to-day, and, despite the efforts of the Government to keep prices down, as far as possible, they seem to be continually soaring. This is causing no little uneasiness and discontent, especially among the poorer classes, and articles appear from time to time in journals of every political complexion urging the Government to take some steps to relieve the strain. We quote here extracts from three papers of widely different political opinions, all of which are agreed that something must be done to remedy what is to the poor an almost insupportable burden. The Berlin *Vorwärts*, the leading Social-Democratic organ in Prussia, boldly attacks the Government and disputes the official statement that on August 15 there would be 60,000 tons of grain on hand which would suffice till the new crop is available at the end of October. This, says the *Vorwärts*, is "nonsense," because it works out at only two ounces of food stuff per head per day. It then proceeds: "Foreign sources of supply remain uncertain. At best, the territory occupied in the east can furnish some grain if the crops there prove so favourable that a surplus over the requirements of the local population will be available. The thing to do, therefore, is to look the facts squarely in the face and to consider that in the worst possible eventuality—that the war should really last another full year—the feeding of the country may be possible by dint of the most rational system, but that it can under no circumstances be very generous."

"The question is, at what price bread can be had. But even if the authorities contrive, on the basis of their new regulations, to supply the population with bread at prices within their reach, only the simpler portion of the Government's duty will have been fulfilled. The people can not live on bread, rations alone. Other necessities of life must also be placed under control, notably milk and meat. The *Kölnische Volkszeitung*, a prominent organ of the powerful Catholic Centre party, takes a different stand, but insists that the matter is urgent: "There is no lack of foodstuffs, yet prices are already hardly within one's means. A number of important necessities of life have risen two- and threefold. The prices of vegetables, too, are exceedingly high, although the imports from abroad are in normal times quite small. These high prices can not be explained solely by the dry summer. If the cause of these rises in prices is sought, no one will accept responsibility for them. Every one puts the blame on somebody else, but the public has to pay."

"No regard is paid to the fact that millions of Germans have a reduced income, and that it is therefore only right and reasonable that the producers of food and dealers in foodstuffs ought really to be content with lower earnings. Just fancy putting forward the idea that on account of the war a man is entitled to higher gains than in normal times, while, at the same time millions of women and children, who have not the means to buy even necessities, are starving. The labouring classes and those possessed of little can not bear this burden any longer without suffering greatly. A deep-seated feeling of bitterness is spread far and wide because the burden of the war is so unequally distributed."

Finally, the semi-official Berlin *Lokal Anzeiger* is by no means comfortable over the rise in prices, and says: "There is in Germany at the present time, apart from the great question which preoccupies all of us, nothing of such importance as the question of the feeding of the people, and especially the impending decision of the Government on the revision of the maximum prices for grain. For we have to reckon with an average increase in the family budget of between 50 and 60 per cent. as compared with this time last year. And this figure gives no idea of the change that has come, about during the last twelve months in the quality of the goods consumed."

"Here and there people argue that the increase in wages offers some compensation, but this advantage is one that has only fallen to a comparatively small part of the working classes being, in fact, confined to those engaged in the different branches of war-industries. . . . And the great mass of those receiving a fixed wage or salary have no more wherewithal to buy the necessities of life than before prices went up, and in many cases owing to reductions of pay, they have even less. The effects are to be felt in every walk of life. It can easily be understood that in such circumstances the feeding of the people has not remained unimpaired."

"The Germans may attempt to bluff as much as they like about the satisfactory condition of affairs in the Fatherland, but the above extracts are eloquent of the real state of things and from them it may be deduced that life in Germany is anything but pleasant."

TYPHOON WARNING.

The following telegram was received at the American Consulate General from the Manila Observatory at 2 p.m., Oct. 27:

Cyclone or typhoon, E. of northern Luzon, more than 300 miles distant, moving W. or W.N.W.

THE CUSTODY OF A FIRM'S BOOKS.

A Chinese clerk in the employ of a receiver who yesterday handed over to a gentleman "examiner" mentioned in the previous instalment at the Supreme Court, keys of a drawer containing certain of the firm's books, was before the Chief Justice this morning tendering an explanation. Mr. Potter said that the gentleman, whose name was Hung Shun Yu, had the key of the receptacle containing the books mentioned. The Chinese clerk admitted to giving the key to Hung. His Lordship: For what purpose? The clerk explained that there was no room in the usual box for the books and they were placed in a drawer in which was also clothing, belonging to Hung Shun Yu. Yesterday morning Mr. Shenton asked him (the clerk) to go down and fetch a book and as he was returning he met Hung Shun Yu who asked for the key saying he wanted a change of clothing. His Lordship: The books were mixed up with his clothes? The Clerk: Yes. Mr. Raza, firm of Messrs. Lowe Bingham and Matthews, receivers, said that under the order the partners had access to the books. Mr. Potter said he did not blame Mr. Raza, but he wanted to point out how peculiar it was that no person was present. His Lordship said there were always two by one of the Crown witnesses that the books had been tampered with and therefore it was important to know what had happened. Mr. Pollock thought it fair to say, the Chinese clerk should be asked if he had ever given anybody the opportunity of seeing the books unless he had himself seen them. The clerk answered that he had not until yesterday. His Lordship observed that the clerk had no business to have done what he did. The whole object of the appointment of a receiver was to have a safe and proper custody. Answering Mr. Pollock the clerk said he was bringing the book into court as the time he passed with the key.

ANOTHER BIG OPIUM SEIZURE.

A large haul of raw Persian opium, valued at many thousands of dollars, was discovered by the Revenue Officers to-day on board the Blue Funnel steamer "Mentor" lying alongside one of the wharves. The first portion of the haul was located early this morning and brought ashore. The officers have since spent the whole of the day searching for more. No arrests have been made as yet.

HONGKONG LEGISLATIVE COUNCIL.

The Agenda for tomorrow's meeting is—

1. Financial Minutes.
2. Report of the Finance Committee.
(No. 14.)

First reading of a Bill intituled An Ordinance to amend the Full Court Ordinance, 1912, and to make provision for the constitution of the Full Court.

First reading of a Bill intituled An Ordinance to amend further the Trading with the Enemy Ordinance, 1914.

First reading of a Bill intituled An Ordinance to amend the Magistrates Ordinance, 1890, and for purposes connected therewith.

Second reading of the Bill intituled An Ordinance to provide for the incorporation of the Mother Superior in the Colony of the Society of "Daughters of Charity of the Canadian Institute" by which the institution known as the "Italian Convent" is created.

Second reading of the Bill intituled An Ordinance to amend and consolidate the law relating to "Chinese Passenger Ships" as defined by the Chinese Passenger Act, 1833, and concerning Asiatic Emigrants generally.

PRESENTATION TO A VOLUNTEER.

On the occasion of his forthcoming marriage, Mr. H. Rouse was last evening presented with a handsome blackwood tray on which, two pairs of silver vases and a silver cup, by the members of the Left Section Machine Gun Co. Capt. W. Armstrong, the commanding officer, made the presentation, and the gifts were handed over amid cheers, for Mr. Rouse and the bride elect.

SEVEN CHINESE CHARGED WITH ASSAULT.

Seven Chinese were charged this afternoon before Mr. Hazland with an assault on Lok Ping Wan, of Pak Shu Lung village, Cheung Sha Wan district. Mr. G. R. Hall Brown appeared for the complainant, Mr. Dixon defending. Mr. Brown said that complainant owned about ten acres of paddy fields, and four of the defendants were his tenants, while others were employed on river steamers. Four of the defendants had been charged for a year and altogether owed him \$27. On October 9th he took out a summons for that amount in the district and court. The following day he was talking to a schoolmaster when he was called by one of the defendants, who asked him why he had sued his four nephews. Complainant replied that he wanted the money which they owed him. The other three all over the body. They then threw him down on the paddy field and beat him again. The schoolmaster and other passers-by pulled the men away from the complainant, but they threatened him on going away. Complainant then gave evidence. The case was adjourned.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Two Japanese, charged at the Police Court this morning by Special constable Mahomed Moor Ahmad with riding bicycles at the Praya East without lights, failed to appear and Mr. Hazland estimated their bail of \$1 each.

Captain Morton, formerly captain of the P.M.S. Mongolia, who for three years was in command of the Duc de Montpensier's yacht Makong, has dispatched a congratulatory telegram to the Duke on his telegram to the King of Bulgaria.

Two British soldiers have been awarded a clasp each to their Distinguished Conduct Medal for subsequent acts of conspicuous gallantry. They are Co. Sgt. M. J. C. Kept of the 2nd Durham Light Infantry, and Pte. J. O'Connor of the 1st Lish Guards.

The "Merry-go-round" in a review of Britain's participation in the war, says that the British people will not hesitate to adopt national conscription when it is proposed by the Government. To oppose conscription on the ground that it is a violation of liberty means the sacrifice of liberty itself.

A crudely painted skull and crossbones, a sketch of a "baby stroller," and various inscriptions conveying messages of an uncompromising character to the Kaiser, adorned the outside of the German Bank to-day, and drew a large crowd. The inscriptions on the name plates had also been painted out.

Widespread sympathy has been expressed with the Oliver and Lady Lodge, who have been notified of the death of their young son, Second Lieutenant Raymond Lodge, at the Durandelles. He was 22 years of age, and was attached to the South Lancashire Regiment, which he joined shortly after the outbreak of war. The young officer went through a course of engineering at the university, and had been associated with the firm of Lodge Brothers.

Amongst the Belgian refugees in England, Professor Yvonne Swinnen, who, prior to the war, was an organist at Antwerp Cathedral. During his stay in England he has given over 120 organ recitals in various parts of the country and has raised £2,750 by this means for relief funds. He has dedicated a good pecuniary offer to visit America, feeling that he should stay in England and "help" his fellow countrymen.

STEAM FISHERIES COMPANY LTD.

TOTAL FAILURE OF THE ENTERPRISE.

The fifth annual general meeting of the shareholders in the Hongkong and South China Steam Fisheries Co., Ltd., was held at noon to-day at the office of Messrs. Bradley and Co., Ltd. Mr. J. A. Plummer presided and there were also present Mr. J. V. C. Doumar, Mr. J. F. Miller and Mr. Lo Shui Hoi, directors; Mr. F. Borington (secretary), and Messrs. J. M. S. Rozier, J. E. Ching, F. Jeunissen, Mr. K. K. Chok, Mr. Y. K. Yung, Mr. Y. K. Yung, Mr. Chok Tong, Ho Tze ming, Lo Chi Fat, and Wo Yui Kai, shareholders. The Chairman, in moving the adoption of the report and accounts, read the auditor's report, which was as follows:— "We have audited the above balance sheet with the books, vouchers, and accounts of the company and have found same in accordance therewith. In our opinion, the balance sheet is properly drawn up so as to exhibit a true and correct view of the Company's affairs as at 31st June, 1915, according to the best of our information, the explanations given to us, and shown by the books of the Company. We have obtained all the information we have required."

"It is with much regret," the Chairman said, "that I have to come before you with accounts showing such a disastrous ending to what at one time promised to be a hopeful business enterprise. You are all a part of the many vicissitudes through which the Company has passed, and although we met with disappointments both here and in Shanghai, which absorbed a great deal of our Capital, there has always been hope for the future, but to-day we are faced with an even greater disaster in Japan; our assets have practically vanished and we have indeed nothing before us but voluntary liquidation. Our very information by circular in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight later the Salvage Co. succeeded in salvaging the vessel, and finally towing her, a much battered wreck, into Nagasaki Harbour. I should mention here that since the vessel was in June last that the 'Kabo Maru' had been blown ashore on the Goto Islands during a severe typhoon. For days she was battered about on the rocks and was in such an apparently hopeless position that notice of abandonment was tendered to the underwriters. As is usual in such cases, however, our notice of abandonment was not accepted, and some fortnight

BY TELEGRAPH.

ARRIVAL OF THE KING AT HAVRE.

London, Oct. 26.
The King's ship arrived at Havre escorted by destroyers and aeroplanes, and was met by Field Marshal Sir John French. The King inspected the British, Canadian and Australian hospitals.

THE PRINCE OF WALES.

It is noteworthy that the Prince of Wales is now acting as a despatch rider.

A GREEK CRISIS NARROWLY AVERTED.

London, Oct. 26.
A telegram from Athens states that a divergence arose in Parliament between M. Dragoumis, Minister of Finance, and M. Venizelos, regarding the agreement with Turkey for the exchange of confiscated property after the Balkan War.

M. Venizelos, in a stirring speech, was constantly interrupted by Ministerialists. He thereupon reminded the House that the Government depended on his Party for their majority.

Tamout ended, and the sitting was adjourned for an hour, during which the Cabinet conferred.

Thereafter the Chamber reassembled, and M. Dragoumis made a conciliatory speech.

M. Venizelos was appeased and a crisis was averted.

GREAT BRITAIN'S OFFER TO GREECE WITHDRAWN.

London, Oct. 26.
In the House of Commons, Sir Edward Grey said that the offer of Cyprus was conditional on Greece immediately helping Serbia.

CAPTURED GERMAN GUNS.

On Yew in London.

A number of German guns recently captured will be on view at a Horse-guard's parade tomorrow.

WHAT THE BULGARIANS CLAIM.

London, Oct. 26.
An official telegram from Sofia states that the Bulgarians have captured Negotin and the Danube port, Prahova. Prince Cyril personally entered Uskub.

GERMANS ANXIOUS ABOUT THEIR FOODSTUFFS.

London, Oct. 26.
Dr. Bethmann-Hollweg, the German Imperial Chancellor, has invited the Party leaders to confer with him on the question of foodstuffs.

(Reuter's Service to the China Mail.)

ELDER DEMPSTER LINER ABLAZE.

London, Oct. 26.
The Elder Dempster liner *Flora*, from Funchal (Gulf of Guinea), caught fire off Durgeness on Saturday night and was beached at Deal on Sunday. The vessel presented an extraordinary spectacle as she was being towed towards the shore; the flames were most high, and tugs were pumping in water. A gale fanned the flames which raged all night long. The seas on Monday swamped the fire, but there was a terrific explosion at noon which wrecked the aft part of the ship, hurling the wreckage in the air. It is feared that she will be a total loss. The Chief Engineer is missing and several seamen were sent to hospital.

GERMAN STEAMER CAPTURED: OTHERS SEEK REFUGE.

London, Oct. 26.
The German steamer *Garda* has been captured and taken eastward by Russian submarines in the Baltic. Six other steamers sought safety in harbour.

ITALIAN LINER 'TORPEDOED'.

London, Oct. 26.
A Salonika telegram states that the Italian liner *Stella* was torpedoed in the Aegean Sea, without warning, by a German submarine.

GERMAN SUBMARINE CAPTURES A SWEDISH STEAMER.

Stockholm, Oct. 25.
The newspapers state that the steamer *Wally*, of Stockholm, bound for Rangoon with a cargo of rubber, has been captured by a German submarine.

BALTIC SEA DANGERS.

Stockholm, Oct. 26.
Owing to the danger of mines and submarines in the Baltic, war insurance premiums on ships going to Germany have been doubled.

ATTEMPT TO RAISE AN AUSTRIAN LOAN.

Amsterdam, Oct. 25.
The *Telegraaf* calls attention to attempts which are being made in Holland to obtain subscriptions for the Third Austrian Loan. Subscribers are invited to pay 25 for 50 per cent. security, while before the war 40 per cent. Crown Rentes stood at 40.

FLAX FROM HOLLAND.

The Hague, Oct. 26.
A decree prohibits the export of flax from Holland.

JAPANESE MILITARY MISSION.

Paris, Oct. 27.
The *Matin* learns that a Japanese Military Mission has arrived in Rome.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

MORE GERMAN PLOTTING IN U.S.A.

London, Oct. 26.
Four Germans have been arrested in New York and charged with plotting to destroy munition ships by ingenious infernal machines. Further revelations are expected.

Americans are most indignant, and demand a most searching investigation for the originators.

U.S. GOVERNMENT AND GERMAN PLOTTERS.

Washington, Oct. 26.
The State Department officials are greatly interested in the case. If the Department determines that he was acting on behalf of the German secret service it will regard his acts as a serious offence against the United States.

A New York message says a German agent has been arrested of the name of Daech. The detectives expect him to prove a valuable witness. Other arrests are expected.

Fay admits that he came to the United States on purpose to experiment with the infernal machine, previously described (in the telegram above). Fay says he intended to use the machine on Allied munition-carrying ships.

In Fay's lodgings a detective found 180 lbs. of chlorate of potash, which is one of the ingredients of "sugar bombs," wherein the water, by percolating into the receptacle, molasses the sugar, thus releasing a spring and causing the explosion.

Fay declared that though he came to the United States through an arrangement with the German secret service, he acted independently of the German Embassy or other German agents in the United States. He added that he told Von Papen and Boyed, attaches at the embassy, of his plans, and both advised him not to interfere with munition ships sailing from America, but said use infernal machines in Canada.

GERMAN RAIDING SCHEMES.

Washington, Oct. 26.
The Government are investigating the reported activities of several small boats in the Caribbean Sea in connection with the escape of German officers interned at Newport News, which is believed to indicate a German plan to resume commerce raiding on a small scale. The base of operations is believed to be Haiti.

THE KING AT THE FRONT.

VISIT REGARDED AS OF HIGHEST IMPORTANCE.

London, Oct. 26.
It is officially announced that the King has arrived in France on a visit to the Army, and that His Majesty also intends to see the Allied troops.

LATER.

The King arrived at Havre on the 22nd inst. and visited the British Camps. Afterwards His Majesty left for the front.

The visit is regarded in France as of the highest importance.

The *Echo de Paris*, voicing the feeling in industrial circles, says it is a happy event. The duration of the war largely depends on the decisions which are at present being taken, and the rapidity of executing them.

The conversations which the King will have in France will render inestimable service to the Allied cause.

ITALIANS STORM SEVERAL ENEMY POSITIONS.

Rome, Oct. 26.
A communique states that the Italians on Sunday, between Garda and Adige, descended from Monte Allissimo under a cross-fire from the guns of two enemy forts, stormed two positions securing the hold of the Riva-Mori road, and captured much material in the enemy trenches.

Three enemy night attacks in Riva Valley were repulsed. The enemy fled and were pursued back to the trenches. Two enemy attacks at Mirti penetrated the Italian line, but all points recaptured the trenches, buried 200 dead and took scores of prisoners.

The Italians also stormed a strong entrenchment in the Plava zone.

THE ITALIAN OFFENSIVE.

London, Oct. 26.
A telegram from Geneva says that the object of the great Italian offensive was to prevent the Austrian troops going to Serbia. The Italians have abundant munitions and their Chasseurs are famous.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE BRITISH CABINET.

LONDON PRESS COMMENT.

London, Oct. 26.
The newspaper controversy over the question of the Cabinet's unity continues.

The *Morning Post* re-suggests a smaller Cabinet.

The *Daily News* says it would be disastrous if the most responsible ministers were to be driven out to make way for a council of seven or ten. It admits that there have been failures in the Government's policy, but asks what belligerent government has not had failures.

The *Daily Chronicle* says Mr. Asquith has already carried the Cabinet Devolution system further than previously and it works well in the meantime.

Lord Cromer, in a letter to *The Times* spiritedly defends British diplomacy during the war. He doubts whether the most skilful diplomacy would materially have altered recent events since it was not unskilful diplomacy but the German's success in Russia which induced King Ferdinand to join Germany and King Constantine to ignore his obligations to Serbia. He favours healthy criticism, but every patriot must fully support the Government during the war.

INVASION OF SERBIA.

BULGARIAN REVERSES.

Athens, Oct. 26.
From reliable sources it is learned that after the battle near Valandovo the French pursued the Bulgarians over the frontier. The Bulgarians were also defeated at Kupruli.

THE FRENCH STRIKING HARD BLOWS.

LONDON, OCT. 26.

Reuter's correspondent at the Serbian Headquarters says that they are satisfied with the situation, as it is evident that the French are striking hard blows at a critical point in the north, where the Bulgarians are gravitating at Riva to join the Germans who are at Orsova, which is only thirty five miles distant. A small Serbian army in this corner was hard pressed on two sides, but the German offensive was stopped at its most vital point, namely at Morava, and if the Allies give timely help in the south, releasing the Serbians, the latter are confident that they will eventually expel the invader.

THE GLORIOUS 75'S.

London, Oct. 26.
A French wireless message confirms the statement that the Frenchmen beat the Bulgarians at Babrovo, near Strumitza on the 21st. The Bulgarians attacked on a large front next day but were repulsed on a large scale. They made no attack on the 23rd. It is stated that the French 75's largely contributed to the successes.

THE FRANCO-SERBIAN SUCCESS.

Paris, Oct. 26.
An Athens telegram gives details of the Franco-Serbian success at Krivokuk, thirty-seven miles from Kupruli. The Bulgarians were attacking in force when the French troops, by a bold manoeuvre, turned their right flank while the Serbians delivered a strong counter-offensive upon the whole front. The Bulgarians finally retreated in the direction of Strumitza, pursued by the French troops and Serbian cavalry.

FALL OF USKUB.

London, Oct. 25.
A Serbian communique admits the fall of Uskub.

EASTERN FRONT.

TERRIFIC FIGHTING NEAR RIGA.

Petrograd, Oct. 26.
The feature of to-day's communique is the terrific fighting at Ikskul, twenty five miles south-east of Riga, and east of Iluket.

The Germans furiously attacked both places. They were repulsed five times at Ikskul. By a sixth attack they gained a footing, but the Russians finally annihilated the majority of the attackers, capturing the remainder.

The communique mentions that fighting in the Riga region continues.

THE BERLIN VERSION.

London, Oct. 26.
A Berlin communique admits that superior Russian forces compelled weak German forces to withdraw from Ikskul. Elsewhere along the Russian front the communique emphasises the strong Russian attacks which it claims, were repulsed.

CHAMBERLAIN'S PAIN SALVE.

There is nothing so good for muscular rheumatism, sprains, lumbago, sciatica, neuralgia, and like injuries, as Chamberlain's Pain Salve. It will affect a cure in less time than any other treatment. For safety all Chamberlain's and Dr. Chamberlain's.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

AUSTRALIA'S PREMIER ELECT.

Melbourne, Oct. 26.
The Rt. Hon. Andrew Fisher, the Prime Minister, who has accepted the Commonwealth High Commissionership in London, has recommended the Hon. Wm. Morris Hughes, the Federal Attorney-General, for the Premiership.

The Hon. William Morris Hughes, M.P. for West Sydney, has been Attorney-General since 1910, and previously held the position in 1908-9. Born in Wales, he went to Australia in 1884 and engaged in various occupations. He was first elected to the State Parliament of New South Wales in 1894, and in the interval has filled such positions as General Secretary of Wharf Labourers, President of Carpenters' Union and Water-aid Workers' Federation, Minister for External Affairs, Chairman of a Royal Commission on the Navigation Bill, and Delegate to the Imperial Navigation Conference.—Ed.]

AEROPLANES ATTACK VENICE.

"Sheer Vandalism."

Rome, Oct. 26.
It is officially announced that there were three aeroplane attacks on Venice on Sunday evening. Several bombs, some incendiary, were thrown. One struck the roof of the Church of Scalzi, bringing down the ceiling containing precious paintings. There was also other slight damage, but no casualties.

The papers denounce the attacks as sheer vandalism, as it is difficult to touch the city without damaging irreplaceable works of art. Bombs fell on the Piazza San Marco and it was a miracle that nothing was harmed. The papers express the hope that the devout Emperor and Archduke will be satisfied with the damage to the Church.

MISS CAVELL.

London, Oct. 26.
The National Liberal Club has passed a resolution respectfully praying the King to appoint a day for the Empire to pay homage to Miss Cavell's memory. Mr. T. P. O'Connor, president, emphasised that condemnation of the crime had been most vehement in Holland, America and France.

KING'S MESSAGE TO BEREAVED MOTHER.

London, Oct. 26.
The King has sent a message to Miss Cavell's mother expressing horror at the appalling deed, and remarking that men and women throughout the civilised world are moved to admiration and awe at her faith and courage.

LATER.

Paris, Oct. 25.
French stock now stands at 56.50. To-day we carried very important German works in Champagne north of Measil la Haris comprising five lines of trenches, including very serious losses on the enemy and taking 200 prisoners.

Petrograd.—The enemy occupied the left and south-east bank of the Riga but we inflicted enormous losses on them near Kiangue also in Iluket region, where stubborn fighting is still prevailing.

Rome.—We progressed on the whole front taking 1000 prisoners.

Nish.—French troops captured Babrovo. The enemy has occupied Uskub.

To-day's Advertisements

WANTED.

FOR S.S. "MISAPPOH", 3rd ENGINER, immediately, Wages £18 per month.

Apply to: GODDARD & DOUGLAS.

Hongkong, Oct. 27, 1915. 918

SAILORS and SOLDIERS HOME.

ARSENAL ST.

A CONCERT

(Arranged by H. E. The Governor)

WEDNESDAY.

NOVEMBER 2nd, 1915, Commencing 8.30 P.M.

The following will take part:—

H. E. S. F. H. M. R. E. C. M. G.

The Hon. Mr. CLAUDE SEVEN.

LUNDY and Mrs. SMITH

Mr. MORRIS and Mrs. SUTHERLAND.

Collector in aid of the PIANO FUND and FUNDS of the Home.

Hongkong, Oct. 27, 1915. 917

(Continued on page 8.)

A CIRCULATING LIBRARY.

By paying a dollar for a novel you become a member of our circulating library and are entitled to change your book as often as you please at payment of 20 cents for each change.

LATEST BOOKS RECEIVED.

A Young Man's Year. By A. Hope. The Fatal Garland. Mrs. Ghosh. Hal O' The Ironsides. J. R. Crockett. Michael O' Malloran. J. Stratton Porter. Second Pollypoo Book. Edgar Jepson. Turmoil. Booth Tarkington. Silvia's Marriage. Beaton-Frost. The Yellow Claw. White Heat. The Kennedy People. Gentlemen of The Sea. Upon Staircase. Monica Gerard. Sax Rohmer. Tam. Fanny Ridge. Paul French.

QUEEN'S DISPENSARY.

Tel. 492. 31, Queen's Road, Central.

THE ONLY EXCLUSIVE ENGLISH TAILORS IN THE COLONY.

Diss Bros.

10, L. WYNDHAM ST. (Horse Street) (ESTABLISHED 1904)

THE HANDY BOAT FOR MACAO.

THE S.S. "OHUEN OHOW"

THE ONLY BOAT LEAVING AT 5 P.M. EVERY DAY.

Back again by noon on the following day

SUNDAY—Leaves Macao 1.30 P.M. Arrives Hongkong about 6 P.M.

FARES—First Class \$2 Single; \$3 Return (Saloon); First Class \$1.50 (Saloon) for Chinese; Second Class 60 cts. Single; \$1 Return

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation. Passengers may sleep on board without additional charge on return tickets only

"MALTHOID"

MILKAL FOODS

NOT THE SAME AS OTHERS.

As a food covering a place of starch, rice, fruit of Solanum Maltoid, it is a valuable food. It is a perfect protection from the weather, is water, acid & alkali proof, and highly recommended. It is inexpensive and easy to eat.

Agents, BRADLEY & Co., Ltd. Hongkong.

THE DISTILLERS Co. Ltd. Edinburgh.

A Uniform Standard of Quality.

"KING GEORGE IV." WHISKY

THE "TOP NOTCH" SCOTCH

SOLE AGENTS

GANDIE, PRICE & Co., Ltd.

WINE MERCHANTS

3, Queen's Road Central.

Tel. No. 135. Hongkong.

SHIPPING

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO	DATE	REMARKS
LONDON & BOMBAY via	NOVARA	Capt. J. T. Jeffery	About 15th Nov.	See Special Advertisement
SHANGHAI, KOBE, SARDINIA and YOKOHAMA	Capt. J. T. Jeffery	About 15th Nov.	Passage	
SHANGHAI, KOBE, NAMUR and YOKOHAMA	Capt. A. Collier	About 15th Nov.	Passage	
BOMBAY & BOMBAY via	NELLORE	Capt. A. M. Kiro	About 19th Nov.	Passage

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co's Office.

K. A. HEWITT, Superintendent.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY. For VICTORIA and TACOMA via MANILA, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, and YOKOHAMA.

S.S. 'HAWAII MARU' Capt. Saito, Monday, 15th Nov., at 3 p.m.
S.S. 'CHICAGO MARU' Capt. K. Bori, Monday, 20th Nov., at 3 p.m.

These Newly-Built Steamers of American Line have fair speed and are fitted with the latest Wireless Apparatus. Best adapted for carrying SUEZ, Transatlantic and Pacific.

For BOMBAY via SINGAPORE, PORT SWETENHAM, PENANG and COLOMBO.
S.S. 'INABO MARU' Capt. T. Wakasawa, Friday, 29th Oct., at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.
S.S. 'DAIJIN MARU' Capt. S. Saito, Sunday, 31st Oct., at Noon.
S.S. 'KAIJO MARU' Capt. Murakami, Sunday, 31st Oct., at Noon.

For ANPING and TAKOW via SWATOW and AMOY.
S.S. 'SOSHI MARU' Capt. A. Kobayashi, Wednesday, 10th Nov., at 8 a.m.

FOR HAPPHONG via HOIHOW.

Steamer Captain Leave
S.S. 'KEIJO MARU' Imamura, Saturday, 30th Oct., at 10 a.m.
S.S. 'DAIJIN MARU' T. Koshi, Saturday, 30th Oct., at 10 a.m.

These Steamers of Osaka and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Sui Yip Wharf near the Harbour Office.

For FURTHER INFORMATION, APPLY TO
H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	2nd November	3rd Nov., at 11 a.m.
ALDEHAM	22nd November	22nd Nov., at 11 a.m.
ST. ALBANS	10th December	10th Dec., at 11 a.m.
EMPIRE		3rd Jan., at 11 a.m.

These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars, apply to
GIBB, LIVINGSTON & CO. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in connection with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND 'APCAR LINE'
Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	On or about
'MUTTRA'	30th Oct.	A Steamer	11th Nov.

For Freight and further particulars apply to

DODWELL & CO. LTD., Agents.

HONGKONG--NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ PANAMA CANALS. (With Liberty to call at the Malabar Coast).

FOR NEW YORK and BOSTON.

For Freight & further particulars, apply to

DODWELL & CO. LTD., Agents.

THE NANYO YUSEN KAISHA
SOUTH SEA MAIL S. S. CO.

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about

S.S. BANRI MADU. For Batavia, Charbon, Samarang, Sourabaya, Macassar & Balikpapan. About 20th Oct.

S.S. HOKUTO MARU. For Moji, Kobe & Yokohama. About 25th Oct.

For Freight or Passage apply to

DODWELL & CO. LTD., Agents.

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO	DATE
SHANGHAI	CHINA	Oct. 28, at 4 p.m.	
SHANGHAI	AFRI	Oct. 31, Daylight	
MANILA, CEBU & ILOILO	CHINA	Nov. 2, at 4 p.m.	
MANILA, CEBU & ILOILO	CHINA	Nov. 5, at 4 p.m.	

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUI'.

'SHEWAN LINE' Twin Screw Steamers 'Chihna', 'Taming' and 'Tsun'. Excellent Saloon accommodation and ships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tsun'.

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.

S.S. 'Anhui', 'Chusan', 'Liangchow', 'Lushow' and 'Sinkiang', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Japanese and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung. For Freight or Passage, apply to

Telephone No. 35.

BUTTERFIELD & SWIRE

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
SANDAKAN	YUNSHANG	FRIDAY, Oct. 29, at Noon.	
MANILA	YUNSHANG	SATURDAY, Oct. 30, at 3 p.m.	
HOIHOW & HAPPHONG	LOKSANG	TUESDAY, Nov. 2, Daylight	
SINGAPORE, PENANG & CALCUTTA	NANSANG	SATURDAY, Nov. 6, at 3 p.m.	
MANILA	LOKSANG	SATURDAY, Nov. 6, at 3 p.m.	

RETURN TOURS TO JAPAN.

The steamers 'Kutong', 'Nemang', 'Lauang' & 'Fookang' leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. This service is supplemented by the 'Yoshida', 'Kutong' leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Koda, Lahad Datu, Singapore, Tawau, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 214.

R.M.S.P. THE ROYAL MAIL
STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD.

GENOA & LONDON 'CARNARVONSHIRE' On 6th November.

TRANS-PACIFIC SERVICE.

Sailings to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Telephone No. 215 Sub. Ex. 10.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN 6,013 tons, Capt. C. P. Seddon, will be despatched for SHANGHAI, KOBE & MOJI on 9th November.

WESTWARD.

S.S. MUTTRA 4,644 tons, Capt. Edpatrick, will be despatched for SINGAPORE, PENANG, RANGOON & CALCUTTA on 30th October.

S.S. DUMERA 5,389 tons, Capt. Munro, will be despatched as above on 1st November.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LTD., Agents.

SHIPPING

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer Displacement Tons & Speed. Leave Hongkong.

DAIREN MARU 8,000-15 knots, Wed., 1st Nov. at Noon.

PERIA MARU 9,000-17 knots, Wed., 3rd Nov.

CHIYO MARU 12,000-18 knots, Tues., 9th Nov. at Noon.

TENYO MARU 12,000-18 knots, Tues., 30th Nov. at Noon.

NIIPPON MARU 11,000-18 knots, Tues., 14th Dec. at 10.30 a.m.

SHIHO MARU 12,000-18 knots, Tues., 28th Dec. at Noon.

via MANILA, Onkling Shanghai.

From Oahu to London. \$71-10. Return (6 months) \$130.

New York. \$30. San Francisco. \$45.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Coronal via Japan Ports, Honolulu, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans-Andean Route to Buenos Aires, etc.

Steamer Displacement Tons & Speed. Sailing

SEIYO MARU 14,000-15 knots, Wednesday, 10th Nov. at Noon.

For full particulars apply to Passage and Freight apply to

K. DOI Acting Agent.

Telephone No. KING'S BUILDING (Opposite Hake Pier).

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATES.

MARSEILLES & LONDON. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

YOSHIMI MARU, Capt. Iizawa, Tons 21,000, Friday, 5th Nov., at Noon.

VICTORIA, P.O. & SEAT. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

SAWA MARU, Capt. T. Hori, Tons 12,500, Tuesday, 2nd Nov., at 7 a.m.

SHIDZUKA MARU, Capt. Tama, Tons 12,500, Nov., at Noon.

SYDNEY and MELBOURNE. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

SHITACHI MARU, Capt. Tama, Tons 13,400, Tuesday, 16th Nov., at 4 p.m.

DAY ISLAND TOWNS. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

TANGO MARU, Capt. Soyeda, Tons 13,500, Tuesday, 14th Dec., at 4 p.m.

SHANGHAI MOJI & KOBE. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

RANGOON MARU, Capt. Tama, Tons 8,000, Sunday, 31st Oct., at Noon.

SHANGHAI, KOBE & YOKOHAMA. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

SEAMO MARU, Capt. Shimura, Tons 16,000, Tuesday, 2nd Nov., at 10 a.m.

CALCUTTA via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

COLOMBO MARU, Capt. Hori, Tons 12,500, Saturday, 30th Oct., at Noon.

BOMBAY via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

BOMBAY MARU, Capt. Tama, Tons 8,000, Thursday, 28th Oct., at Noon.

SHANGHAI, KOBE & YOKOHAMA. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

SANUKI MARU, Capt. Tama, Tons 12,500, Thursday, 28th Oct., at Noon.

NAGASAKI, KOBE & YOKOHAMA. via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and PORT SAID.

TANGO MARU, Capt. K. Soyeda, Tons 13,500, Saturday, 13th Nov., at 10 a.m.

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 800.	To Marseilles 1st Single Yen 550.
" " 2nd Single " 400.	" " 2nd Single " 350.
" " Return " 800.	" " Return " 650.
To London, Southampton, Liverpool via New York £90. 12s.	
" " " " via Montreal £80. 6s.	
To Victoria, Vancouver, Seattle, 1st Single " 27s.	
" " 2nd Single " 23s.	
To Sydney, 1st Single £40.	To Melbourne 1st Single £41.
" 1st Return £72.	" 1st Return £73. 15s.
To Yokohama, 1st Return £150.	To Kobe 1st Return £155.
" 2nd " 90.	" 2nd " 93.

Round-the-World. Yen 1,045.

KUSU MOTO, Manager.

Telephone No. 222.

THE CHINA MAIL
COMBINED COLOURED
TYPHOON MAP & GUIDE

REVISED AND UP TO DATE

Shows tracks and daily progress of the big typhoons during the last twenty years.

Explains day and night typhoon signals. Enables one to locate the centre of a typhoon. Gives a table of typhoons for last 30 years.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 50 cents

From the CHINA MAIL Office.

SHIPPING

STEAM FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITER. RANIAN PORTS, AND LONDON.

Through Bills of Lading issued for BATA.

via PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'NOVARA', Captain H. R. HARRINGTON, p.m. carrying His Majesty's Mails will be despatched from this port on or about WEDNESDAY, the 28th November, 1915, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Medina' from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong, Suez and Yambou, and the cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding via Bombay to Marseilles and London. Other Cargo for London etc. will be covered via Bombay and transhipped to the a.s. 'Medina' which due in London about 18th December, 1915.

Passengers will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

H. A. HEWITT, Superintendent.

Hongkong, Oct. 23, 1915.

THE BANK LINE LTD.

FOR SAN FRANCISCO.

THE Steamship 'INVERCTO'

Capt. A. WALLACE, 4,789 tons, will be despatched as above on WEDNESDAY, 17th November, 1915.

For Freight and further particulars apply to

THE BANK LINE, LIMITED.

Managing Agents.

Hongkong, Sept. 22, 1915.

826

For VANCOUVER and SEATTLE.

S.S. 'MEXICO CITY' About end of November.

For freight etc., apply to

JARDINE MATHESON & Co., Ltd., Agents.

Hongkong, Oct. 25, 1915.

903

PATELL & CO.

Exporters & Importers

General Merchants

and

Commission agents,

HONGKONG, CANTON,

SHANGHAI AND

HANKOW.

JAPANESE MAKERS.

Every kind of Footwear.

MADE

TO

ORDER



STEAMERS EXPECTED.

Other Vessels.
The s.s. Japan left Calcutta on the 20th October, and may be expected here on or about the 28th November.
The Australian Orient Line s.s. *Chrysos* left Sydney for Hongkong via usual Australian Ports, Zanzibar and Manila on 13th October, and may be expected to arrive here on or about the 17th November.
The C. P. R. Co.'s s.s. *Montezuma* left Vancouver on Sunday, the 17th Oct., p.m., due to arrive at Hongkong at about Friday, the 13th Nov.

POST OFFICE NOTICES.

CHRISTMAS AND NEW YEAR PARCEL MAIL.
The Public are informed that the Christmas and New Year Parcel Mail to the United Kingdom will be closed in this Office at 5 p.m. on the 10th November. This Mail is due in London on the 25th December.
The above date of departure is liable to alteration.
Correspondence addressed to enemy subjects in China, Siam, Persia and Morocco cannot be transmitted.
The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.
Ships in communication with Cape D'Agular Radio Telegraph Station:—
Nellere
Chigo Maru
Inward Mails.
Shanghai, 27th Oct.
Manila, 28th Oct.
America and London Mails, 3rd Oct., via *Albatross*, 29th Oct.
Australia, 28th Oct.
Australia, 28th Oct.
Australia, 28th Oct.

Mails will close for:—
HONGKONG & HAIPHONG.
Per *Hongkong*, at 11 a.m., on Thursday, the 28th Oct.
SHANGHAI & NORTH CHINA & JAPAN VIA KUBE.
Per *Sanku Maru*, at 11 a.m., on Thursday, the 28th Oct.
STRAITS.
Per *Sanku Maru*, at 1 p.m., on Thursday, the 28th Oct.
SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Chenau*, Registration at 2.15 p.m., Letters at 3 p.m., on Thursday, the 28th Oct.
Shanghai Brit. P.O., Tuesday, 2nd Nov.
STRAITS, CEYLON & INDIA VIA BOMBAY.
Per *Sanku Maru*, at 5 p.m., on Thursday, the 28th Oct.
SANDAKAN.
Per *Sanku Maru*, at 11 a.m., on Friday, the 29th Oct.
SWATOW, AMOY & FOOCOW.
Per *Sanku Maru*, at noon, on Friday, the 29th Oct.
SAIGON.
Per *Sanku Maru*, at 8 a.m., on Saturday, the 30th Oct.
HONGKONG & HAIPHONG.
Per *Sanku Maru*, at 9 a.m., on Saturday, the 30th Oct.
BATAVIA, CHERIBON, SAMARANG, SOERABAYA, MACASSAR, BALIKPAPAN & PORT MOKESBY (via BATAVIA).
Per *Sanku Maru*, at 11 a.m., on Saturday, the 30th Oct.
STRAITS, BURMAH & INDIA VIA CALCUTTA.
Per *Sanku Maru*, at 11 a.m., on Saturday, the 30th Oct.
SHANGHAI & NORTH CHINA.
(Europe via Siberia).
Per *Sanku Maru*, Registration at 4.15 p.m., Letters at 5 p.m., on Saturday, the 30th Oct.
Shanghai Brit. P.O., Wednesday, 3rd Nov.
SWATOW, AMOY & FORMOSA VIA TAIPEI.
Per *Sanku Maru*, at 9 a.m., on Sunday, the 1st Nov.
SHANGHAI, NORTH CHINA, JAPAN VIA MOJI, YOKOHAMA, SEATTLE & VICTORIA.
Per *Sanku Maru*, Registration at 4.15 p.m., Letters at 5 p.m., on Monday, the 1st Nov.
SWATOW & DELL.
Per *Sanku Maru*, at 10 a.m., on Tuesday, the 2nd Nov.
JAPAN VIA MOJI, HONOLULU, UNITED STATES, SOUTH AMERICA & CANADA VIA SAN FRANCISCO & UNITED KINGDOM VIA CANADA.
Per *Sanku Maru*, Registration at 10.15 a.m., Letters at 11 a.m., on Tuesday, the 2nd Nov.
SWATOW, AMOY & FOOCOW.
Per *Sanku Maru*, at 1 p.m., on Tuesday, the 2nd Nov.
PHILIPPINE ISLANDS.
Per *Sanku Maru*, at 3 p.m., on Tuesday, the 2nd Nov.
SAIGON, STRAITS, BURMAH, OCEAN, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT & EUROPE.
Per *Sanku Maru*, on Tuesday, the 2nd Nov. Registered at 4.15 p.m., Letters at 4 p.m.
PHILIPPINE ISLANDS, JAPAN VIA NAGASAKI, HONOLULU, UNITED STATES, SOUTH AMERICA & CANADA VIA SAN FRANCISCO & UNITED KINGDOM VIA CANADA.
Per *Sanku Maru*, Registration at 5 p.m., on Tuesday, the 2nd Nov. Letters at 5.30 a.m., on Wednesday, the 3rd Nov.
ZIMOR, AUSTRALIA, TASMANIA, NEW ZEALAND VIA PORT DARWIN & NEW GUINEA VIA THURSDAY ISLAND.
Per *Sanku Maru*, Registration at 9.15 a.m., Letters at 10 a.m., on Wednesday, the 3rd Nov.

The Parcel Mail will be closed on 4th Nov., at 5 p.m.

SHIPPING

ARRIVALS.

October 26.
Mentor, British steamer, 4,708, Elliston, Warrall, Liverpool Sept. 18, and Singapore Oct. 21, General.—BUTTERFIELD & SWIRE.
Salahatta, Dutch str., 1,235, J. Elberg, Singapore and Swatow Oct. 25, Bulk Oil.—ASTORIA PAPER CO., Ltd.
Bombay Maru, Japanese str., 2,190, T. Terada, Kobe and Moji Oct. 20, General.—Y. K.
Kromm, British str., 4,829, Callister, Shanghai Oct. 23, General.—BUTTERFIELD & SWIRE.

DEPARTURES.

October 27.
Hatching, British steamer, 1,987, W. C. Passmore, Poochow Oct. 24, Amoy 25, and Swatow 26, General.—DOUGLAS STEAMSHIP CO., Ltd.
Tashan, Chinese str., 1,200, Westernland, Shanghai Oct. 23, General.—C. M. S. N. Co.
Muttra, British str., 2,885, J. Kilpatrick, R.N.R., Kobe and Moji Oct. 20, General.—DAVID, SASSON & CO., Ltd.
Barru Maru, Japanese str., 2,353, R. Matsui, Kobe and Keelung Oct. 24, Coal and General.—DODWELL & CO., Ltd.
Aokuba Maru, Japanese str., 1,410, T. Ejoe, Wakamatsu Oct. 23, Coal.—O. S. K.

PASSENGERS.

October 27.
Nellere, for Shanghai.
Yinchow, for Shanghai.
Yodo Maru, for Haiphong.
Sanku Maru, for Haiphong.
Sanku Maru, for Moji.
Sanku Maru, for Bangkok.
Sanku Maru, for Swatow and Foocow.
Yuzuru, for Shanghai.
Takung, for Haiphong and Haiphong.
Chifu Maru, for Port Pasuval.
Sanku Maru, for Swatow and Takao.
Keweenaw, for Singapore and Liverpool.
Demodocus, for Singapore and Liverpool.
Sainte Brie, for Manila and New York.
Chien Maru, for Dabuy and Newchwan.

CLEARED.

Yinchow, for Milko.
Chowang, for Swatow and Shanghai.
Kuching, for Waihaiwei and Tientsin.
Chenglu, for Newchwang.
Sanku Maru, for Shanghai and Kobe.

PASSENGERS.

Per *Hatching*, from Coast Ports, Mr. A. G. Coppin, Mr. Crum, Mr. S. Barber.
Per *P. & O. s.s. Makena*, from London Oct. 2, Miss H. Jacob, Mr. C. B. Byers, Miss L. M. Cooper, Miss L. M. Jones.
Per *N. Y. K. s.s. Kachima Maru*, from London Oct. 9, Mr. R. J. Birbeck, Mrs. David Wood, Mr. J. M. Williamson, Mrs. and Miss Fleming, Mr. E. G. Glascock, Mr. and Mrs. Claxton, Rev. Camber, Miss Johnson, Mrs. Riddell, Mr. and Mrs. Price, Miss Heyworth, Miss Fisk, Miss Thacker, Mr. L. R. Newman, Mr. F. H. Hickey, Mrs. A. J. Malcolm and 3 children, Mrs. Muirhead and infant.

SHIPPING REPORTS.

The British steamer *Hatching* reports from Foochow 24th, fresh N.E. wind and cloudy moderate sea. From Amoy 25th, moderate N.E. wind and cloudy, rough sea. From Swatow 26th, moderate gale, dark cloudy sky and high N.E. sea.

PASSENGERS EXPECTED.

Per *N. Y. K. s.s. Kama Maru*, from London Sept. 25, Miss Hughes, Mrs. Humphreys, Mr. and Mrs. D. E. Donnelly and 3 children, Miss M. Aycock, Mr. Jacobson, Mr. L. Gray.
Per *P. & O. s.s. Makena*, from London Oct. 2, Miss H. Jacob, Mr. C. B. Byers, Miss L. M. Cooper, Miss L. M. Jones.
Per *N. Y. K. s.s. Kachima Maru*, from London Oct. 9, Mr. R. J. Birbeck, Mrs. David Wood, Mr. J. M. Williamson, Mrs. and Miss Fleming, Mr. E. G. Glascock, Mr. and Mrs. Claxton, Rev. Camber, Miss Johnson, Mrs. Riddell, Mr. and Mrs. Price, Miss Heyworth, Miss Fisk, Miss Thacker, Mr. L. R. Newman, Mr. F. H. Hickey, Mrs. A. J. Malcolm and 3 children, Mrs. Muirhead and infant.

HONGKONG TIDES.

The tide-table given below has been compiled at the Nautical Almanac Office in London from the result of the analysis of observations taken by means of an automatic tide-recording machine in the Water Police Basin at Tsim Sha Tsui during the years 1887-8-9.
The zero of the table corresponds with the zero of the sounding in the Admiralty Chart, which has been found to be 4 feet 3 inches below mean sea level.
To obtain the depth of water on the tide gauge at the Victoria Naval Yard add 3 feet 4 inches, and on the gauge at Lamou Dock, Aberdeen, add 10 feet 9 inches to the height given in the table.

OCTOBER 28th to November 3rd, 1915.

HIGH WATER		LOW WATER	
Day	Time	Day	Time
28	10.15	29	10.15
29	10.15	30	10.15
30	10.15	1	10.15
1	10.15	2	10.15
2	10.15	3	10.15

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

HONGKONG REGISTER.

Barometer	Thermometer	Humidity	Direction of Wind	Force of Wind
29.54	79	82	N	3
29.54	79	82	N	3
29.54	79	82	N	3

To-day's Advertisements

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, (on account of the deceased), on

SATURDAY,

the 30th October, 1915, at 11 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, SUNDAY

VALUABLE HOUSEHOLD FURNITURE.

(Removed to Sale Rooms for convenience of sale).
Comprising:—
Carved Cherrywood Table and Chairs, Marble-top Bureau, Blackwood Cabinet, Dining Table and Dining Chairs, Bookcase, Chest of drawers, Rattan Chairs and Table, Rocking Chair, &c.
Also
Piano by Reiche, Lady's Bicycle, &c.
Terms:—As usual.

HUGHES & HUGHES,

Auctioneers.
Hongkong, Oct. 27, 1915. 915

FOR LONDON & NEW YORK VIA SUEZ CANAL.

S.S. "INVERCLYDE"
About 1st December.
For freight and further particulars, please apply to
JARDINE, MATHESON & Co., Ltd.
Hongkong, Oct. 27, 1915. 914

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship Muttra, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company Limited.
No First Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSON & Co., Ltd.
Agents.
Hongkong, Oct. 27, 1915. 918

ROYAL OBSERVATORY.

HONGKONG DAILY WEATHER REPORT.

OCTOBER 27, 1915.—a.m.

Station	Hour	Barometer at Sea Level	Thermometer	Humidity	Force of Wind	Direction of Wind
Hongkong	7 a.m.	29.54	79	82	N	3
Shanghai	7 a.m.	29.54	79	82	N	3
Amoy	7 a.m.	29.54	79	82	N	3
Swatow	7 a.m.	29.54	79	82	N	3
Yokohama	7 a.m.	29.54	79	82	N	3
Manila	7 a.m.	29.54	79	82	N	3
Cebu	7 a.m.	29.54	79	82	N	3
London	7 a.m.	29.54	79	82	N	3
Paris	7 a.m.	29.54	79	82	N	3
Bombay	7 a.m.	29.54	79	82	N	3
Calcutta	7 a.m.	29.54	79	82	N	3
Madras	7 a.m.	29.54	79	82	N	3
Batavia	7 a.m.	29.54	79	82	N	3
Sourabaya	7 a.m.	29.54	79	82	N	3
Manila	7 a.m.	29.54	79	82	N	3
Cebu	7 a.m.	29.54	79	82	N	3
London	7 a.m.	29.54	79	82	N	3
Paris	7 a.m.	29.54	79	82	N	3
Bombay	7 a.m.	29.54	79	82	N	3
Calcutta	7 a.m.	29.54	79	82	N	3
Madras	7 a.m.	29.54	79	82	N	3
Batavia	7 a.m.	29.54	79	82	N	3
Sourabaya	7 a.m.	29.54	79	82	N	3

OCTOBER 27, 1915.—a.m.

Station	Hour	Barometer at Sea Level	Thermometer	Humidity	Force of Wind	Direction of Wind
Hongkong	7 a.m.	29.54	79	82	N	3
Shanghai	7 a.m.	29.54	79	82	N	3
Amoy	7 a.m.	29.54	79	82	N	3
Swatow	7 a.m.	29.54	79	82	N	3
Yokohama	7 a.m.	29.54	79	82	N	3
Manila	7 a.m.	29.54	79	82	N	3
Cebu	7 a.m.	29.54	79	82	N	3
London	7 a.m.	29.54	79	82	N	3
Paris	7 a.m.	29.54	79	82	N	3
Bombay	7 a.m.	29.54	79	82	N	3
Calcutta	7 a.m.	29.54	79	82	N	3
Madras	7 a.m.	29.54	79	82	N	3
Batavia	7 a.m.	29.54	79	82	N	3
Sourabaya	7 a.m.	29.54	79	82	N	3

OCTOBER 27, 1915.—a.m.

Station	Hour	Barometer at Sea Level	Thermometer	Humidity	Force of Wind	Direction of Wind
Hongkong	7 a.m.	29.54	79	82	N	3
Shanghai	7 a.m.	29.54	79	82	N	3
Amoy	7 a.m.	29.54	79	82	N	3
Swatow	7 a.m.	29.54	79	82	N	3
Yokohama	7 a.m.	29.54	79	82	N	3
Manila	7 a.m.	29.54	79	82	N	3
Cebu	7 a.m.	29.54	79	82	N	3
London	7 a.m.	29.54	79	82	N	3
Paris	7 a.m.	29.54	79	82	N	3
Bombay	7 a.m.	29.54	79	82	N	3
Calcutta	7 a.m.	29.54	79	82	N	3
Madras	7 a.m.	29.54	79	82	N	3
Batavia	7 a.m.	29.54	79	82	N	3
Sourabaya	7 a.m.	29.54	79	82	N	3

OCTOBER 27, 1915.—a.m.

Station	Hour	Barometer at Sea Level	Thermometer	Humidity	Force of Wind	Direction of Wind
Hongkong	7 a.m.	29.54	79	82	N	3
Shanghai	7 a.m.	29.54	79	82	N	3
Amoy	7 a.m.	29.54	79	82	N	3
Swatow	7 a.m.	29.54	79	82	N	3
Yokohama	7 a.m.	29.54	79	82	N	3
Manila	7 a.m.	29.54	79	82	N	3
Cebu	7 a.m.	29.54	79	82	N	3
London	7 a.m.	29.54	79	82	N	3
Paris	7 a.m.	29.54	79	82	N	3
Bombay	7 a.m.	29.54	79	82	N	3
Calcutta	7 a.m.	29.54	79	82	N	3
Madras	7 a.m.	29.54	79	82	N	3
Batavia	7 a.m.	29.54	79	82	N	3
Sourabaya	7 a.m.	29.54	79	82	N	3

OCTOBER 27, 1915.—a.m.

Station	Hour	Barometer at Sea Level	Thermometer	Humidity	Force of Wind	Direction of Wind
Hongkong	7 a.m.	29.54	79	82	N	3
Shanghai	7 a.m.	29.54	79	82	N	3
Amoy	7 a.m.	29.54	79	82	N	3
Swatow	7 a.m.	29.54	79	82	N	3
Yokohama	7 a.m.	29.54	79	82	N	3
Manila	7 a.m.	29.54	79	82	N	3
Cebu	7 a.m.	29.54	79	82	N	3
London	7 a.m.	29.54	79	82	N	3
Paris	7 a.m.	29.54	79	82	N	3
Bombay	7 a.m.	29.54	79	82	N	3
Calcutta	7 a.m.	29.54	79	82	N	3
Madras	7 a.m.	29.54	79	82	N	3
Batavia	7 a.m.	29.54	79	82	N	3</